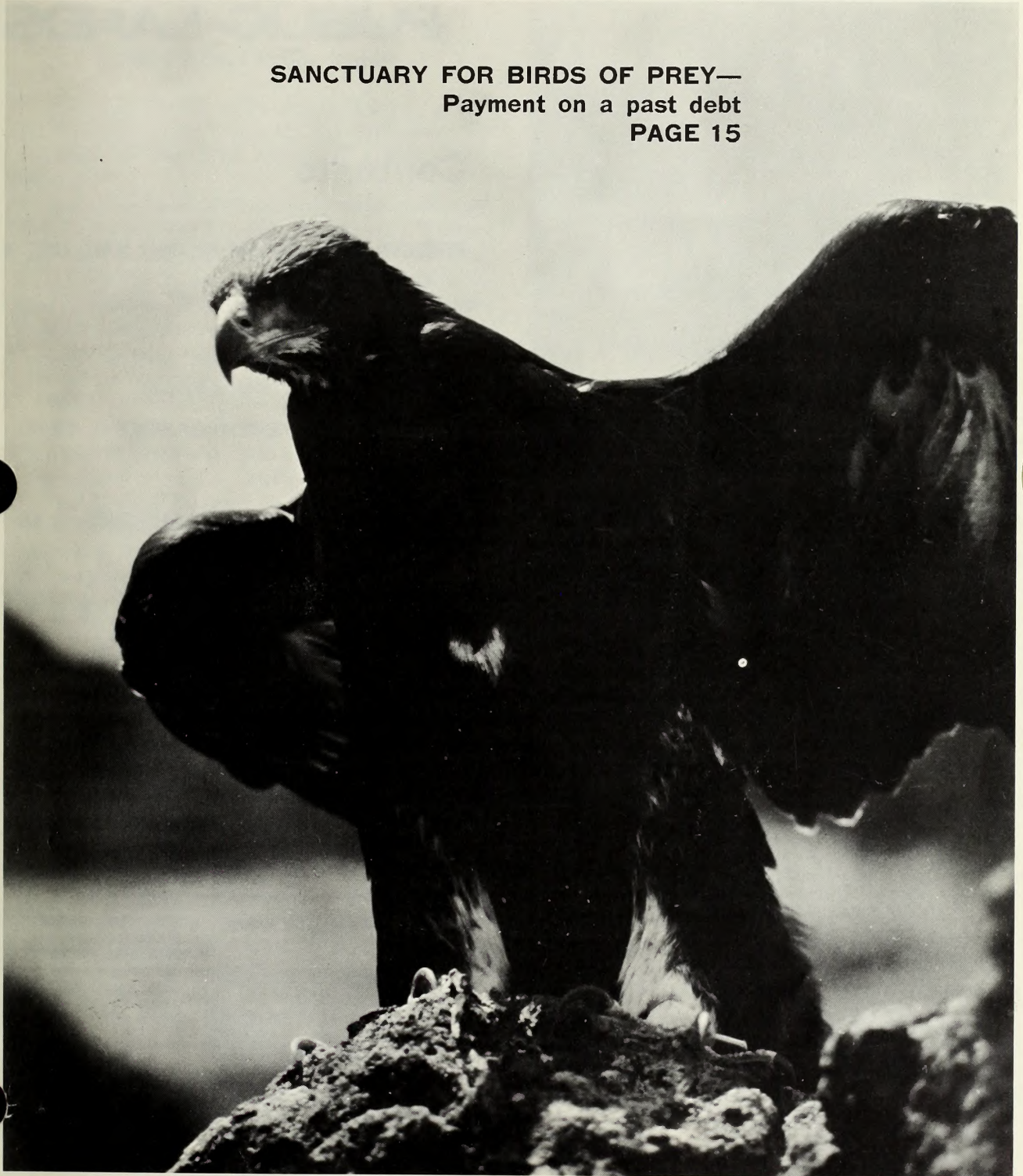


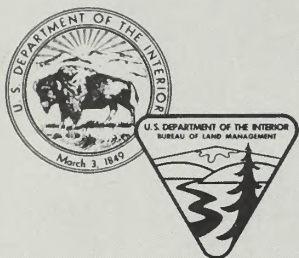
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SUMMER 1971

OUR PUBLIC LANDS

SANCTUARY FOR BIRDS OF PREY—
Payment on a past debt
PAGE 15





U.S. DEPARTMENT OF THE INTERIOR
Rogers C. B. Morton, Secretary
BUREAU OF LAND MANAGEMENT
Burton W. Silcock, Director

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities for water, fish, wildlife, mineral, land, park, and recreational resources. Indian and Territorial affairs are other major concerns of America's "Department of Natural Resources."

The Department works to assure the wisest choice in managing all our resources so each will make its full contribution to a better United States—now and in the future.

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Jim Robinson, Editor

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OUR PUBLIC LANDS

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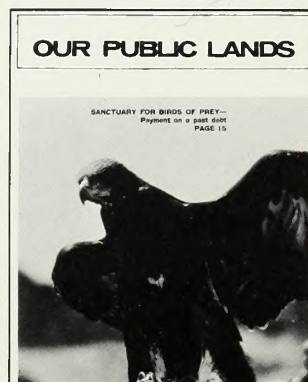
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"King of the winds," the golden eagle personifies the true spirit of man—the divine spark which makes man Man.



PRINEVILLE'S DETERMINATION PAID OFF

The forbidding Deschutes which kept Prineville from having its rail access for so many years. BLM access road on left, Burlington Northern Railroad on right.

WHEN the rails finally came to central Oregon 60 years ago, Prineville was left on the sidelines, dashing the hopes of half a century. The construction crews built their bridges and laid their rails on the plateau 19 miles to the west. Bend was their destination. Not even a branch line was planned to serve Prineville, the principal city of the area with a population of more than 1,000 residents.

Further construction was impossible because the Oregon Trunk Railway and the Union Pacific Railroad were exhausted financially from their madcap competition to be first with a north-south railroad up the Deschutes Canyon.

In the book, *RAILS TO THE OCHOCO COUNTRY*, by Frances Juris and John F. Due, the authors noted there were "two lines instead of one, and well built. An east-west line might have been preferred, but the north-south route was acceptable. But Prineville still had nothing; there was no rejoicing in the old Ochoco town October 5, 1911, the day the final spike was driven in Bend. The sound of the mallet on the spike sounded

far too much like the stroke of a hammer on the nails of a coffin."

James J. Hill, the railroad magnate who had successfully guided the Great Northern and Northern Pacific railways to their positions of importance in the Northwest, drove the final spike that day in Bend. Having won the giant battle up the Deschutes Canyon over Edward H. Harriman of the Union Pacific, his old rival, Jim Hill left central Oregon and never returned.

The promoters' maps, which had shown Prineville as a major railway point since 1880, disappeared. In a short time, Prineville lost its position as the number one city in the area, especially after two eastern lumber companies set up plants in Bend. Deschutes County to the west and Jefferson County to the north now broke away from the original Crook County, much as Crook County has done in 1882 from the Wasco County government at The Dalles.

Prineville's problem was acute. The rugged terrain to the north had prevented a railroad being built in that direction, and only slow freight wagons could be used to transport Prineville's goods to a market place.

The forbidding Deschutes River had always blocked the path to the west and north, and now the river still was the obstacle because the Oregon Trunk Railroad was located on the opposite side of the river from Prineville.

By JAY A. MOBERLY

Chief, Division of Administration
BLM District Office
Prineville, Oreg.

The rail trunk that had to be built



Left: The White railcar and trailer—first rolling stock of the City of Prineville Railroad (Photo courtesy of Frances Juris).

Above: First train to cross Crooked River bridge, a primary obstacle to railroaders to reach Central Oregon. (Photo courtesy of Frances Juris).

Bend was only 35 miles away, but it could have been a hundred miles away for all the good the completed Oregon Trunk did for Prineville.

For Prineville, the failure to get a rail trunk line was only history repeating itself. The Ochoco Valley, well watered by the Crooked River and its tributaries, had never needed irrigation to produce its field crops and graze its cattle. Abundant timber waited to be harvested in what is now the Ochoco National Forest only a few miles to the east.

However, the richly fertile Willamette Valley, which included a belt of timber that extended north and south in Oregon almost from border to border, was growing faster because railroad builders had chosen to lay their rails along the twisting gorge of the Deschutes River.

Oregon's Governor Tom McCall, who is a native of the Prineville country, describes it as a place where the sky is high, where man and his spirit are not confined. And so it was.

When fur traders opened up the Oregon Territory in the 1790's, fur country headquarters for the area was at Vancouver, Wash., on the Columbia River several hundred miles to the northwest of what would become the community of Prine almost 80 years later.

When the Oregon Trail began to carry heavy traffic in 1843, the western terminus of the trail quickly became Dalles City. The Dalles, as it is now known, was situated on the mighty Columbia River, artery for the continuation of the journey northwest into Washington, south into central Oregon, or southerly to California.

White men camped at what is now Prineville in 1845,

and some must have cast an approving eye at the valley's potential. No settlers appeared there, however, until 1868 when Francis B. "Barney" Prine closed his blacksmith shop near Lebanon on the other side of the Willamette Valley and drove his wagon across the Cascade Range over the newly completed road through the Santiam Pass.

He built a dwelling, a store, blacksmith shop, hotel, and a saloon. About 1873 a post office was established, and the "ville" was added to Prine's name to differentiate it from other Oregon settlements.

By then, Prineville was the only community of consequence in central Oregon. All the rest were stage stops along the Deschutes drainage to The Dalles, already the important trans-shipment and trade center at the head of navigation on the Columbia.

But The Dalles was 150 miles north, two weary stagecoach days away—much longer for the freight wagons.

When the transcontinental railroad was completed with the driving of the final spike at Promontory, Utah, in 1869, railroad promoters began developing plans to build trunklines. Prineville, numbering 200 residents by 1876, knew it needed a railroad.

None of three rugged wagon roads to The Dalles or eastern Oregon was really satisfactory. The slowness of wagon freight shipment over poor roads on rugged terrain made shipment of perishable food products impossible.

More than that, lacking economic rail shipment facilities, Prineville was becoming a net importer. In 1893, one of the few estimates of freight tonnages now

available was noted in a letter written by the Crook County clerk. He estimated that about 2 million pounds of freight moved annually from Prineville to The Dalles. However, 4 million pounds moved inbound, because Prineville could ship raw materials out, but had to import manufactured goods.

Cattle were not included in this tonnage figure because they could be driven over a trail. If the cattle business had been the only criterion, the railroad wouldn't have been essential, but the agricultural economy could not grow without rapid, economical access to a market where it could compete with the farm products available nearer to cheap transport.

Prineville's hopes alternately rose and fell for the next 40 years. The tides of population growth ebbed for Prineville as agriculture increased in the Willamette valley, as gold was discovered on the State's eastern border.

The panics of 1873 and 1887 delayed plans already announced to build a trunkline to Prineville. The community, still numbering only 460 by 1890, sought to accomplish the transition from a cattle-based economy to one of field crops and lumber products without a railroad to export its products.

Meanwhile, Hill and Harriman, those rival railroad magnets, battled for supremacy in building trunk lines along the Deschutes. (See OUR PUBLIC LANDS, "River of Many Returns," Summer, 1968.) The outposts of commerce were always close but tantalizingly out of reach.

Ultimately the Union Pacific groped its way, through mergers and purchases of smaller railroads, as far as Metolius, a close-but-oh-so-far 30 miles away. The Oregon trunk line completed in 1911 left Prineville, only 35 miles northwest of Bend, still with no rail access to the commerce of the north.

Prineville's dilemma drew a few promoters who offered engineering and financial advice, but none brought the dollars to put their plans to work.

Finally, in February 1916, the Prineville city council openly discussed the possibility of constructing and operating a municipally owned railroad. There were several precedents for this venture, and the council was apparently well briefed.

A decision was reached to take a bond issue to the voters, and at the election on March 28, 1916, in an amazing display of unanimity, the vote was 355 to 1 in favor of obligating the city to a bond issue of \$100,000 to aid in financing the construction of the railroad.

This was just the first bond issue; many others followed which would raise the city's investment for this

purpose to \$364,079 by 1940. The work began at once.

Rights-of-way were secured by donation, purchase, and condemnation at a total cost of \$13,000. Contracts were let for grade and bridge construction. Work parties of more than 100 farmers and 20 teams were organized to distribute ties. Rails were leased from the Oregon Trunk Railroad and the Oregon-Washington Railroad and Navigation Co. Spikes were purchased, a major item during World War I steel shortages.

The first rolling stock acquired was a White railcar with a trailer which carried 25 passengers and 5 tons of freight. This vehicle went into service in April 1919. Prineville was back on the map with a 19-mile rail trunk which led west, across the Deschutes River, to Prineville Junction, 3 miles north of Redmond. Prineville now had its rail transport contact with the northern mart.

In the years that followed, additions to equipment and construction of livestock corrals, depots, and spur lines put the city of Prineville deeper into the railroad business.

The line showed a small profit the first 5 years, but not enough to pay interest on the bonds. Shipment of livestock from the farms and desert ranches provided the major source of revenue. During the first few years, passenger service provided a substantial share of revenue.

Then the Great Depression struck. The railroad was faced with decreased revenue, depreciation of equip-

City of Prineville Railroad (Photo courtesy of Barbara Walker).



ment and structures, and competition from automobiles and the trucking industry as highways were improved.

The line operated on a hand-to-mouth existence for several years; the city government itself was near disaster to keep up with the railroad's and city's needs for services. During this period one resident recalls counting only 13 lights from a viewpoint overlooking Prineville. But the lights did not all go out, as the city and county sought outside capital and encouraged county land and timber owners to develop a market for their products.

The Oregon and Western Colonization Co., headed by Louis Hill, son of James J. Hill, purchased timberland from the Willamette Valley and Cascade Mountains Wagon Road Co.

The company had acquired the block as a Federal grant in 1866 for surveying and laying out a wagon road from the Willamette Valley to the Idaho border. This was the same Santiam road winding over and through the Cascades which Barney Prine had used more than 60 years earlier when the growing scarcity of land in the Willamette Valley had convinced him to transfer his businesses to the Ochoco Valley.

Other tracts of timberland were acquired by citizens under the Timber and Stone Act and found their way into corporate ownership. More than 900,000 acres of National Forest administered by the Department of Agriculture's Forest Service and BLM administered

public domain timber remained to be cruised and offered for sale.

In 1925, the first of Prineville's future lumber mills began to operate on a modest scale; lumber was marketed locally, with an occasional car shipped out. On October 17, 1935, the mill made its first big shipment of four cars of pine lumber to the eastern market.

Three other major lumber mills began operation by 1940, with heavy dependence upon the railroad to move their lumber. During this period the equipment and structures were strained beyond limits, and the line was frequently shut down by derailments and other failures. However, the city and the townspeople who depended upon the railroad saw to it that financial transfusions were administered on a piece-meal basis until the line was strong enough to handle its own traffic and pay its way.

Two large lumber manufacturing plants were added to the list of shippers during the next decade, and one major mill closed as private timber was cut out. Dependence upon Federal stumpage increased rapidly. The annual source of timber at present is about 86 million board feet from National forests; 4 million board feet from public lands administered by the Bureau of Land Management; and 8 million board feet from private owners.

Shipments of farm products, principally potatoes and mint, have added to traffic following the improvement by the Bureau of Reclamation of storage facilities of the Ochoco Irrigation District on Ochoco Creek, and construction of the Prineville Dam on Crooked River. Shipment of livestock inevitably was lost to the trucking industry, since its equipment was always more maneuverable and not dependent on fixed schedules.

Today when the City of Prineville Railway diesel engine goes tootling and clanking through town to make up its train of lumber, wood chips, fuel, and LCL freight, it is music to the ears of most loyal townspeople. The railroad has repaid them for its years of dependency, has paved streets, built city parks, a swimming pool, lighted and cleaned the streets, and relieved the city government of many financial responsibilities for which city taxes are usually levied.

Prineville built its railroad and made it a success the hard way, and in doing so it has gained the distinction of being the only municipality in the United States which has constructed and continued to operate a railroad.

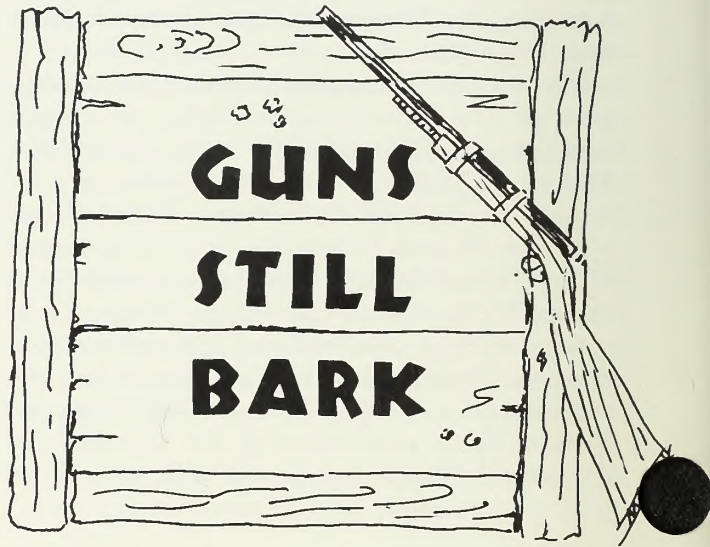
This has created a unique civic pride, and has consummated the city's belief in the venture and its hope for the future of the community, which was indeed dependent upon the City of Prineville Railway. □



Hunting rifles have replaced six-guns

GUNS barked back in the old days, and today shots are even more frequent in a thinly settled, isolated area of extreme northwest Colorado. Then it was the occasional gunfire between man and man or as man shot game for food. Today it is the crack of hunters' rifles at deer, elk, and antelope, and shotgun blasts at game birds.

This border area, lying athwart the Wyoming State border on the north and western Utah's defiant Uinta Mountains, is the Diamond Peak-Cold Spring Mountain-Middle Mountain, and Browns Park region around the northern tip of Dinosaur National Monument. Stretches of the turbulent Green River are included.



Here is a wild area where a man can still get a breath of clean, dry, fresh air—and be haunted by a peculiar feeling that a part of the Old West still lingers in nearly treeless broad expanses of open space called “parks,” in the sagebrush and windswept grasses, and among the aspen and lodgepole pine on nearby mountains.

The law came late to this little pocket of land, bypassed by railroad builders. Here the old West lived for a few years into the present century.

White men first knew the area as a wintering place for Indians who found the snows less deep and the weather more moderate in the “hole” or valley between the Diamond and Cold Spring Mountains. The hole, a vast, open valley meadow, was first invaded by white men while it was still a part of Mexico in 1822 when a young Missouri politician, William Henry Ashley, sought to recoup his financial reverses by entering the fur trade.

Browns Park as it later became known was a per-

fect place to establish a once-a-year rendezvous for the fur trade because the Indians were still there in the spring, encumbered with the pelts of their winter's trapping.

Those who followed Ashley's fur traders quickly noted the lush sagebrush-grassland complex which covered the valley between the rugged mountains. As early as 1844 John Fremont noted features of the terrain when his expedition scouted the area for possible railroad construction.

When Major John Wesley Powell boated through on the Green River in 1869, he found two Texas cattlemen wintering a herd of 2,000 head of longhorns. Here, in the comparatively mild winter of the intermontane meadows, the herd stayed fat and quiet until the spring when they would be taken across the Oregon or Overland trail to the meat markets of the California mining camps or the currently nearest railhead for the eastern slaughterhouses.

From the beginning the stage was set for gunplay in Browns Park. Men strapped six-guns on their hips as habitually as they wore boots or saddled a horse. The recently defeated Confederate soldiers who streamed north on the great cattle drives were still sensitive. The recently victorious Union soldiers who drifted in seeking their fortunes were not generous, forgiving men. Conflict was inevitable.

The "ins" had little intention of permitting any other cattlemen to share the grazing available. And the inevitable sheepmen were another kind of threat, for the close-grazing sheep would ruin the grazing for all the cattle if permitted to remain too long on any area.

Range war was the accepted defense in the mid-1800's against rival cattlemen for grazing land, against sheepmen, and against the common enemy of both:

By KEITH NORRIS

District Manager
BLM District Office, Craig, Colo.



Indians who knew the area long before white men left this petroglyph at the south end of Irish Canyon.

A portion of Browns Park with the Green River in the center of the photo.



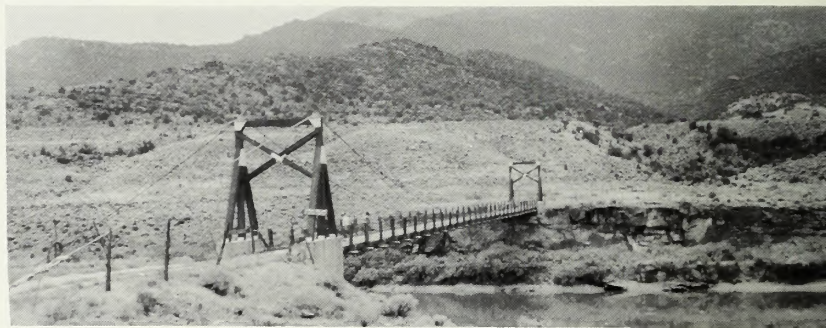
the “nester” or homesteader who fenced the open range and the even more essential water.

Morality and ethics were easy, sometimes attitudes in this little pocket of Colorado. You could butcher a steer for food and maybe be forgiven if you paid up later—but never steal a horse! Of course, it depended on whose ox was being gored.

A man could easily establish a herd by legitimately branding the strays of the spring calving, and many did on this fenceless range.

From there, it was an easy step to enlarging the herd by using a “running iron” to alter an existing brand. The trick was to move the cattle away quickly and sell them before anyone had a chance to inspect

brought the conflicting interests into conformity. The Homestead Act protected the nester and his fences. The Grazing Service managed the grazing leases—although as late as 1928 one stockgrowers association was offering a reward of \$200 for information leading to the conviction of brand alterers (according to Farrington Carpenter who was the last director of the Grazing Service before it and the General Land Office were merged in 1946 to form the Bureau of Land Management). The mining companies, the gold payroll shippers, and the railroads crushed the outlaw forays of Cassidy, the Sundance Kid, and the Wild Bunch who dispersed widely in the southwestern United States and even to South America.



Left: Looking north from Douglas Mountain across Brown Park toward Cold Spring Mountain.

Right: The Browns Park Bridge across the Green River. The structure was erected in 1952.

the shallow “hair brand” that resulted from the free use of a running iron. Cattle fortunes were founded a century ago by men adept with a running iron who later became respectable, with their past ignored or forgotten.

When the depredations of cattle rustling became too severe, the cattlemen organized themselves into associations for protection. However, the votes which elected sheriffs, judges, and mayors were concentrated in the scattered towns, not on the thinly populated range. Too often the range-dwelling cattlemen saw rustlers freed by town jurymen who could not possibly have cared less about a little free-booting, especially since it brought men of easy virtue and well-lined pockets to the town to spend their ill-gotten loot.

And so when there appeared that paladin of outlaws, Butch Cassidy, and the several gangs he led, ranchers looked the other way. They fed dusty travellers without asking embarrassing questions. The outlaws accepted ranch hospitality to rest their trailworn mounts, and the ranchers were secure in the Code of the West: giving hospitality assured that their own range mounts would not be molested.

In time and inevitably, the pressures of civilization

The cattlemen hired stock detectives to amass evidence against rustlers and, when the courts failed to convict, the cattlemen quietly subsidized stock detective Tom Horn as an assassin.

This cool, methodical gunman mowed down Matt Rash in a fusillade of revolver shots from the doorway of the rustler's cabin on Cold Spring Mountain in July 1900.

Several months later Horn, lurking behind a giant ponderosa pine, dropped the gentle, child-loving Negro cowboy Isom Dart with a single rifle shot in the head as the big cowpuncher walked with others single file from his cabin to his horse corral.

The area populace was satisfied with the evidence that showed Horn to be the assassin, but, although Rash's fiance openly accused Horn, the redoubtable gunman was allowed to slip over the border into Wyoming, unchallenged and unmolested.

As a sign of the times that no longer permitted men to take the law into their own hands, however, Horn was hanged in Cheyenne 3 years later for a murder he stoutly insisted to the end was not on his conscience.

The bushwhacking, however, had shocked even a little pocket of country heretofore casual of human life

and callous to the law, for Colorado's rip-roaring days had faded as the State entered the 20th century.

By 1908, the endeavors of banker/land speculator David Moffat succeeded in extending the Denver, Salt Lake, and Pacific railroad to within easy shipping distance, and establishing a railhead at Steamboat Springs, Colo., for the eastern stockyards.

Steamboat Springs remained in Routt County, but the western side of Routt County was renamed Moffat County in 1912, probably in memory of the man who had given the bordermen a short extension of their old life.

Thanks to the "Moffat Road," the old West of cattle drive fame lived on for a few more years. Decades after

issued by the Colorado Division of Game, Fish, and Parks, with an average of 130 permits granted each year.

The Cold Spring Mountain hunter information station records an average of 25 antelope, 120 elk, and 150 deer harvested annually from the public lands and the rest of the general area.

This still is primitive country. Hunters are restricted in season to camping out on the Cold Spring Mountain campground developed by the Colorado Division of Game, Fish, and Parks. This campground has only toilets and running water, but in hunting season camping is prohibited elsewhere to assure safety from stray rifle shots of hunters unfamiliar with the area.

Big game season generally is in late October or early November. Hunters won't need guides because excellent maps are available from the BLM Craig district office, but they had better be prepared for snow. Daily temperature ranges from as low as -10 degrees to as high as 65 degrees on sunny days in a mild season. Browns Park altitude is about 6,500 feet, with the mountain peaks looming 2,000 feet higher.

Outside of the big game season, there is fishing in the Green River, and camping, rockhounding, boating, photography opportunities, and sightseeing for the recreationist. Automobiles can be used, but jeeps and pickup trucks fare better in this rugged country.

But the wild scenic terrain and its hunting potential are not the only uses of the area. Domestic livestock grazing is one of the major multiple uses of the land, most of which is about equally shared in ownership or control by BLM, the State of Colorado, and private landowners. Some 1,200 cattle still graze Browns Park each year, according to BLM grazing permit records.

The mixed land pattern has led to cooperative development by the three groups. Future planning includes more studies of proper land management. If the winter range can be improved, livestock will benefit and big game herds will increase in size. Agencies and private owners in Wyoming and Utah as well as Colorado are participating. These studies and development programs include game habitat, domestic livestock, and recreation resources.

With the increasing popularity of Flaming Gorge Reservoir administered by the U.S. Forest Service in nearby Utah and Wyoming, northwest Colorado will receive increasing pressures and visits by the public. While the man-to-man gunplay of the frontier has disappeared, the land is still there for all to enjoy—but only if man-to-man planning develops its uses and resources wisely. □



The grave of Isom Dart, the Negro cowboy dropped by an ambusher's bullet.

the range cattle business was only a memory elsewhere, Steamboat Springs and its neighbor 40 miles to the west, Craig, were thriving cowtowns.

Old records show that these two towns serviced a region larger than Massachusetts, Rhode Island, Connecticut, and Delaware combined.

Today Moffat County is almost empty of people. At best a half dozen families live there—except during hunting season. This is prime deer hunting country—so good, in fact, that the Craig BLM District Office and the Colorado Division of Game, Fish, and Parks maintain a hunter information station near Cold Spring Mountain during big game season. It also boasts of elk, antelope, and game birds including chukar partridge, sagegrouse, blue grouse, and doves.

Time-worn elk antlers and skulls indicate this was once native elk country before other grazing animals dominated the carrying capacity of the range. An elk herd was reestablished in 1914 by Charlie Sparks, a rancher who obtained six animals in Wyoming and moved them from the railroad at Rock Springs to his ranch by a large horse-drawn sleigh.

Because of the limited herd, special elk permits are

SANCTUARY



FOR BIRDS OF PREY

Payment on a past debt

(Based on Mr. Meiner's article in *INCREDIBLE IDAHO*, Spring, 1971, the quarterly magazine of the Idaho Department of Commerce and Development.)

SOARING high against the azure sky, that acrobatic speck is one of Idaho's native birds of prey. Only by the immensity of its wingspread can man identify these monarchs of the sky, each with its peculiar pattern of aerodynamics.

Remote and desolate along the Snake River is the unique Swan Falls area: a desert, river and cliff complex. This is in fact a sector which has been viewed by more people than possibly any other similar spot in the United States. The reason is that two nationally televised films have been made here: Disney's "Ida the Off-Beat Eagle" and the Wild Kingdom series, "The Valley of the Eagles."

The area is one of Idaho's hidden but priceless treasures appreciated by world renowned experts and viewed by millions of ordinary persons, all because of its unique characteristics which constitute one of the finest nesting areas for birds of prey in the entire world. Experts have appraised the area as priceless for what it is, namely, a wildlife sanctuary for raptors, specifically the golden eagle and the prairie falcon.

In this stretch of the Snake River both Sinker Creek and Castle Creek dump their waters into the mighty river confined in a turbulent sector where nature's

forces have worked throughout eons of time.

Cliffs, eroded and worn away by the elements, rise almost perpendicularly into the air. Some are only 30 feet high, but others tower above the canyon floor perhaps 800 feet. The jagged roughness of the stone defies almost all but the experienced climber. It is said to be a drab area; however, a closeup shows a landscape in reality rich with subtle variations of earth colors.

When coupled with the general orientation of the canyon to the sun, the prevailing winds, and close proximity to water, this area comprises one of the finest habitats for birds of prey that is known to exist.

Morlan Nelson, Idaho's world-renowned authority on eagles and birds of prey, says that southwestern Idaho has about 100 golden eagle aeries, probably the largest concentration in North America and possibly the entire world. Nelson is an employee of the Idaho State Office of the Department of Agriculture's Soil Conservation Service.

It is generally admitted that the golden eagle has no peer in its ability to soar freely through the heavens. This bird likewise can easily ride a hundred mile an hour wind which would flatten a man. When the golden eagle plummets from the sky in a dive, experts say it equals the peregrine, achieving speeds of 150 to 200 miles an hour. Even ordinary glides can average 120 miles an hour enabling the hunter to cover an amazing amount of territory. This bird has often been considered "king of the winds."

By **BILL MEINERS**

Chief, Division of Resources
BLM State Office, Boise, Idaho

Top left: "A living vibrant shadow of man's true self."

Lower left: A refreshing pause. Nelson gives young eagle a drink before heading the bird back into winds on flight.

On his first flight out, this young eagle misjudged his windage and became grounded. Nelson is talking to the young eagle by emitting a kind of "hello" whistle, which he warns is no job for the novice.



The Swan Falls reach of the Snake River canyon. River winds along right edge of photo. Direction faces northwesterly down towards Swan Falls Dam three miles away.

The height of its flying prowess is displayed during the mating season. It will rise in spirals, making headlong dives with half closed wings, and finish with a glorious upsweep. It will roll and dive at its mate; then as the birds approach each other at blinding speed the female turns over on her back and dips below at the last second, at which moment they touch talons. One eagle was seen hurtling straight down, as if in play, all the while spinning like a rifle bullet. Fortunate is the man permitted to witness these fantastic feats.

These magnificent birds of prey mate for life. When a pair of eagles inhabit the same aerie over a period of years they keep adding to it. The nest itself varies from 3 to 8 feet in diameter. The average life expectancy of golden eagles in the wild is about 10 years, rarely up to 20 years.

What is it about the eagle that has always fascinated man? Does it have some practical value? Man's relationship to the eagle is a strange paradox. He does not eat the bird, cannot clothe himself with eagle feathers; cannot concoct saving remedies from eagle chemistry.

The secret of the great paradox is simply that the noble bird personifies the true spirit of man—that divine spark which makes man Man. This bird represents courage, pride in self, genuine freedom of spirit, strength to face life's woes, scorn for the base necessities of life if purchased at the expense of loss of dignity. Perhaps this explains why the North American Indian revered this bird of prey, why it held a place of honor in the lives of Roman emperors.

This canyon is one of the few places in the world today where the golden eagle can exist and multiply with some degree of certainty. The Swan Falls reach of the Snake River Canyon is then a place where people today should begin looking toward the future and the preservation of this regal creature which is sometimes referred to as "a living vibrant shadow of man's true self."

Another inhabitant of this area is the prairie falcon which has been put on the "rare bird" list by the Audubon Society. In this sector the prairie falcon outnumbered the golden eagle about 2 to 1. Forty-nine pairs of prairie falcons were sighted in the spring of 1970, which means that there is a nest of prairie falcons every 300 to 400 linear yards in the Swan Falls area of the canyon. While the eagles build nests upon hard-to-reach pinacles, the smaller prairie falcon selects more recessed nooks and clefts.

To preserve this priceless heritage, reclaim this living environment, and to provide opportunity for this singular encounter with nature, the Department of the Interior upon the recommendation of the Bureau of Land Management has established a protective withdrawal of 26,255 acres of land along the Swan Falls reach of the river. This withdrawal is now designated a "Nature Area," a unique and exceptional sanctuary for rare birds of prey.

The timely recognition of this unique habitat and continuing research activities will assure perpetuation of these splendid birds and will provide scientific insight into the lives and habits of such birds of prey. The 150 million people throughout the world who have viewed the films made here will surely agree. Experts are unanimous in praising it as a natural situation for raptors.

The canyon has a beauty all its own. It provides rich research opportunities into the nature, lives, and habits of the golden eagles, prairie falcons, and other birds of prey. It is an ideal situation as a desert, river, and cliff complex to investigate and perhaps inaugurate a set of principles, difficult and elusive at best in the barely charted area of raptor management.

If the experience of another similar situation (Hawk Mountain near Dreherstown, Pa.) be used as a criterion, guided tours and stationary lookouts could prove a financial asset to the State and locale.

Something has been done, now, to preserve such an area: a priceless heritage. In the Swan Falls reach of the Snake River Canyon the Nation has made a payment on its debt to the past by establishing this sanctuary, for the golden eagle, for the prairie falcon . . . for man. □



Knik Glacier in distance presses against Mt. Palmer (left).

THE LAKE THAT ISN'T— SOMETIMES

Will Lake George do its thing?

LAKE GEORGE in southern Alaska, the (sometimes) lake that (usually) breaks its ice bonds and empties itself out in spectacular fashion between June and August of each year, will have nothing to empty this summer.

If you think that's a confusing opening, you should see how confused Lake George is about opening!

The Lake George breakout is a hydrologic phenomenon that occurs in a 30-mile long valley in southern Alaska about 45 miles east of Anchorage and 25 miles southeast of Palmer.

At the head of the valley is Lake George Glacier, and midway is Colony Glacier. There are numerous small glaciers also, and Knik Glacier is at the foot.

During a normal breakout year, the Knik Glacier thrusts across the valley until it presses a mass of ice 250 to 400 feet thick against Mt. Palmer. This creates a dam and seals the lake basin from its normal drainage north into the Knik River valley.

By **BECKY SHEAR**

Information Specialist
BLM State Office, Anchorage, Alaska

LAKE GEORGE BREAKOUT AND FLOODS 1958-1968

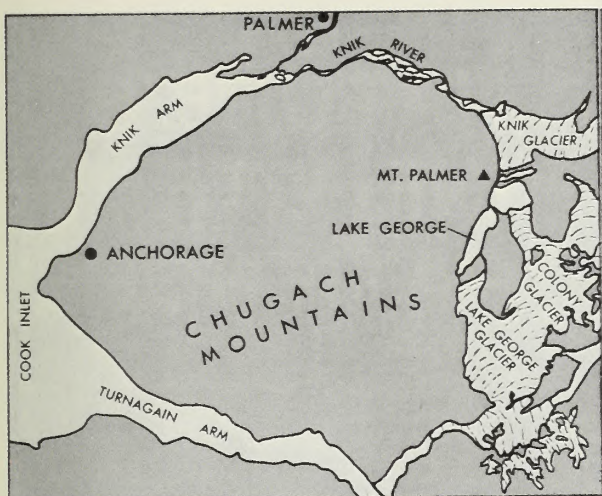
Lake George								
Year of Record	Date of Breakout	Maximum lake level		Fall in lake level (ft.)	Water released (acre-feet) *	Flood crest of Knik River at Palmer Highway Bridge		
		Date measured	Ft. above sea level			Date	Height (ft.)	Rate of flow (cfs) **
1958	---	7/13	345.5	160	1,800,000	7/18	25.3	359,000
1959	6/26	6/26	300.2	115	900,000	7/1	20.8	223,000
1960	7/12	7/14	319.6	135	1,200,000	7/17	24.4	328,000
1961	7/20	7/23	326.7	142	1,400,000	7/26	24.3	355,000
1962	6/26	6/27	281.1	96	600,000	6/29	18.5	165,000
1963	No breakout—lake did not form—Gorge remained open.							
1964	6/26	6/28	283.0	98	700,000	7/1	20.0	216,000
1965	7/8	7/9	290.0	105	900,000	7/11	21.4	236,000
1966	6/22	6/22	286.5	---	560,000	6/24	17.9	144,000
1967	No breakout—lake did not form—Gorge remained open.							
1968	No breakout—lake did not form—Gorge remained open.							

* - One acre-foot of water is the amount that will cover on acre of ground to a depth 1 foot.
It is equal to 326,000 gallons.

** - One cubic foot per second (cfs) is equal to a flow of 449 gallons a minute.

When Lake George is a lake, this is what the scene looks like.





The dammed lake grows—in fact it multiplies. Two other shallow basins in the valley accumulate snow melt-water and eventually overflow. When all three merge, they create Lake George, which may cover as much as 25 square miles and be as much as 160 feet higher than at its minimum level.

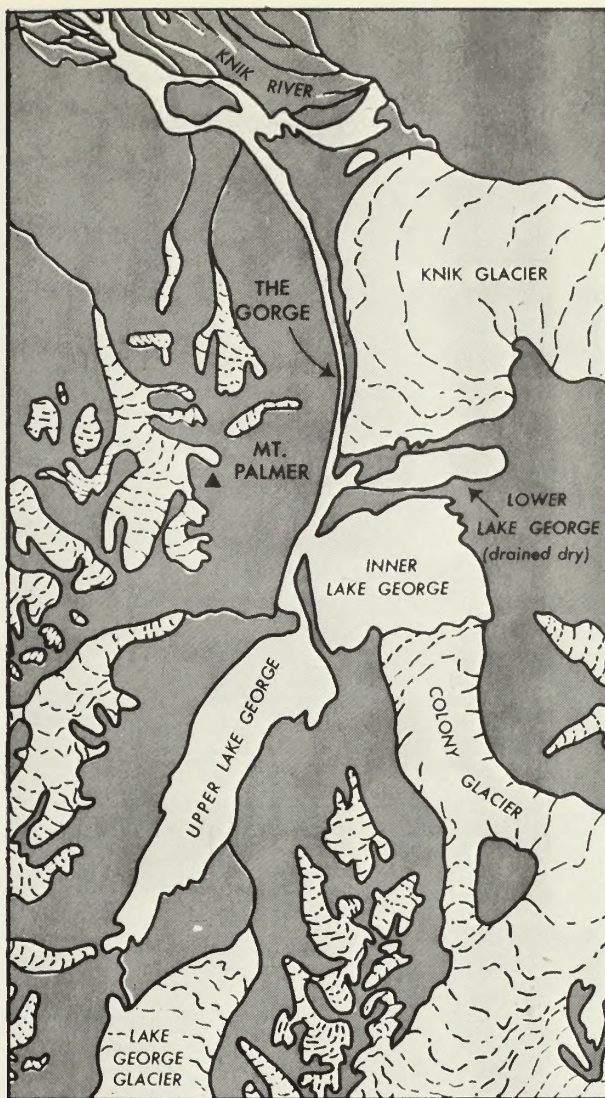
But this year Lake George simply is not a lake. The U.S. Geological Survey office in Anchorage explains it this way: “A combination of relatively little snowfall and a lack of prolonged intense cold weather has prevented the Knik Glacier, high in the Chugach Mountain wilderness, from extending itself as it usually does.”

The question of whether Lake George is or isn't and whether it will or won't, is one which always interests Alaskans and tourists. The problem is that you can't see what's going on under the glaciers, because the winter's accumulation of snow hides from view the entire dam business.

As the warmer weather starts the thawing cycle, Lake George is formed if the glacier has extended.

Finally, sometime between June and August, Lake George “does its thing”—if it's going to. The snowmelt gouges through a gorge 100 to 450 feet wide between Mt. Palmer and the base of the glacier.

Overhanging sections of ice, some as long as a city block and as tall as a 15-story building, fall with thunderous reverberation into the widening gorge.



Great surges of water caused by these ice falls rise as high as 150 feet.

At peak flood time, as much as 150 million gallons of water per minute roar through the gorge and spread out over the usually peaceful Knik River valley.

After 12 to 15 days, Lake George has emptied itself and once again there are three shallow basins containing water. Later, when winter comes, the advancing front of Knik Glacier rebuilds the ice barrier, and the cycle begins again.

The designation in 1968 of Lake George in the National Registry as a National Landmark is recognition by the Bureau of Land Management and the National Park Service that the phenomenon is something special and worthy of being preserved, even though it does not occur every year. □



NATURE'S INFINITE PATIENCE

The Temple of the Sun in Carlsbad Caverns.

The mysteries beneath man's feet

CAVES have long fascinated man. Perhaps stirring deeper in us than we know is a universal but dim, buried memory of pre-ancestral needs: haven from the vagaries of weather and protection from predators.

In the more thoroughly explored, eastern part of the Nation, the existence of many caves has long been known. Cudjo's Cave in what is now Cumberland Gap National Historical Park was discovered in 1750, and the area was first known as Cave Gap. The most scenic of these caves have been preserved in either private or public ownership for visitors to marvel at and learn from.

In the western part of the Nation, however, many regions are visited infrequently, and fewer caves are known although the public lands have a number of them. Visitors to the western public lands do not suspect the existence of caves in the vast serene desert.

There is another world in this desert, however, a world unseen and dark. This is a world often buried under hundreds of feet of limestone. Here, alien to the daylight, may be caves, still living and growing but at a pace so infinitely slow as man measures time that this growth is imperceptible. Nourished by water in slow, slow motion for more than 50 million years, and hidden from man, caves have been forming and growing through Nature's infinite patience.

Knowledge that caves exist here adds new dimensions of interest, an awareness of the ancient past to a desert scene in which a cave appears out of character. More than 50 million years ago the now dry, parched Nevada desert was covered by seas and lakes teeming with marine life, rivers, streams, and entire drainage systems. Over the eons the waters receded and the fossilized remains of this marine life formed a thick layer of limestone rock.

Today only the channels of ancient underground

streams which etched cathedral-like rooms are left to testify to the existence of a now vanished sea and its living creatures. Through the action of long forgotten earthquakes these rooms have been enlarged and partitioned to form a labyrinth of tunnels and hallways.

Stalactites, fluted stalagmites, helictites and frosty encrustations have formed as drops of water carrying a few molecules of calcium carbonate seeped down through the fractures and fissures of the ceilings. The result is a forest of rock protruding from the ceiling or growing from the floor, creating a "disneyland" of colors and shapes.

This fragile beauty requires countless centuries to build but takes only a few seconds for the careless person to destroy. Because the combination of natural and human history associated with caves gives them an irresistible lure, curious visitors flock in, often innocently despoiling Nature's grandeur.

Nature has set up its own protective barrier, for caves, which often are well concealed from view. Only the experienced cave explorer should consider trying to penetrate the murky, unknown depths of caves. Many cave explorers are members of the National Speleological Society or the Speleological Society of America and learn through supervised experience how to handle themselves in the underground caverns which honeycomb some parts of our country.

Cave visitors soon learn that unfamiliar sights and experiences are almost routine elements of underground adventuring. The labyrinthine nature of a cave presents unsuspected hazards to the inexperienced "spelunker," and there is a remote but real possibility of contracting rabies from the many bats which commonly inhabit caves.

Lack of caution in an unexplored cave almost brought death to the fictional Tom Sawyer and Becky Thatcher in Mark Twain's immortal book, "The Adventures of Tom Sawyer." Even though McDougal cave was partially explored, the youngsters almost starved in the chill depths when they lost their way after venturing beyond the known area.

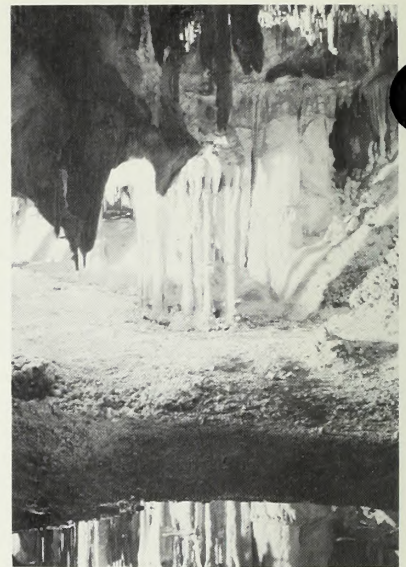
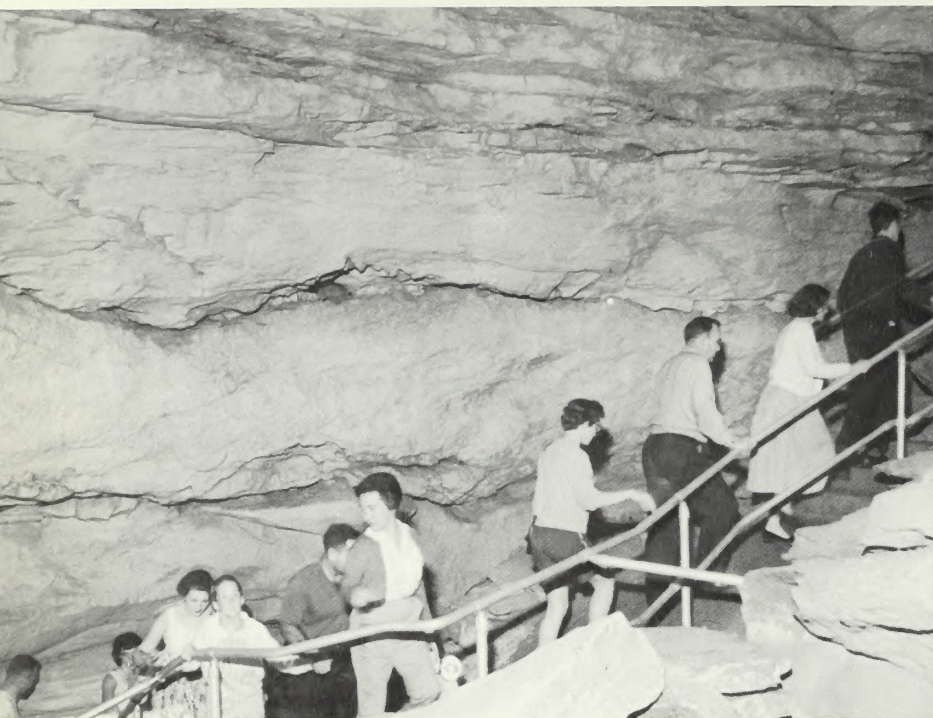
Even experienced cavers can run afoul of unsuspected perils in underground caverns. For 17 grim days, in 1925, 34-year-old Floyd Collins, native to the Ken-

By **JAMES R. OWINGS**

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and **GERALD R. BROWN**

Assistant to the State Director
BLM State Office, Reno, Nev.



The fragile beauty which took hundreds of centuries to create can be destroyed by vandals and thoughtless visitors without proper protection of a resource such as this cave, Lehman Caves National Monument in Nevada.

tucky hill country, remained trapped in Sand Cave, adjacent to Mammoth Cave, despite valiant efforts to extricate him until he succumbed to exposure and exhaustion.

Throughout most of his ordeal, Collins was conscious, attempting to use his 20 years of self-taught underground lore to direct his would-be rescuers. His left foot had jammed into a narrow slot which opened up when a jutting fragment of limestone snapped off as Collins felt blindly for a foothold in his search of a new cavern.

Tunnel experts, miners, fire department rescue experts, local citizens, skilled stonecutters from Louisville, a college president, a professor of mathematics, a U.S. Bureau of Mines rescue team—all labored unremittingly.

Radio was the fastest medium of transmitting news then, and the Nation hung on the words of announcers describing the drama. Newspaper reporters thronged to the area.

Skinny, red-haired cub reporter "Skeets" Miller was among the first trio of would-be rescuers to wriggle through the narrow tunnel to Collins' underground prison. The youthful newsman little dreamed at this first encounter that his impassioned accounts in the Louisville Courier-Journal of the struggle to free Collins would earn him a Pulitzer Prize under his byline, William Burke Miller.

Bad luck plagued Collins' rescuers. They described their work as "like digging in a sack of peanuts," and a rock slide pinned him still closer to the floor of his limestone tomb. Attempts to sink a shaft were valiant but too late to save the hapless caver.

The irony of the entire tragedy was that when Collins' lifeless body was finally recovered, the limestone "boulder" which no skill could dislodge from its firm grasp on his foot proved to be only a small rock weighing 27 pounds. The lump was so inextricably wedged into the surrounding rock formation that all attempts to loose the weakening prisoner only served to entomb him tighter.

Of such unknown dimensions are the traps which cause cave tragedies and make even the most experienced spelunkers cautious about exploring. Prudent men know that prolonged exposure to the damp cold of a cave's interior is as subtly dangerous as the pitfalls of unknown dropoffs and untested pools. The cold did as much to sap Collins' strength as anything.

Knowing that caves often are discovered by accident the Bureau of Land Management takes this into consideration in its orderly development of the public land resources. BLM asks appropriate consultants to examine the route of proposed rights-of-way for roads to determine if important scientific values would be disturbed by building a road.

Because scientists are involved in BLM's decision-

making, more caves ultimately may be discovered on the public lands.

For the public land manager, the discovery of a cave means a condition of uninventoried values not yet available for public use. Again BLM enlists the aid of appropriate members of the scientific community in evaluating and inventorying the potential of the cave.

From the discovery of a cave to the time when the cave can be opened to the public, much resource development work must be done. This development work is essential to assure safety for both the public and the public land. The development process takes time, and development funds must first be budgeted for such things as:

- An access trail for foot traffic or motor vehicles.
- Parking lot.
- A safe point of entry.
- Electrical power.
- Illumination for the cave's interior.
- Appropriate signs.
- Trash receptacles.
- Blocking off places in the cave where visitors could hurt themselves.

With this completed, trained personnel must be made available to supervise the safety of both the public and the resource.

One cave in Nevada which was not actually even open has been sealed until appropriate protection can be established because vandalism was seriously damaging this irreplaceable resource.

The cave was discovered when a new recreation area was opened to the public. BLM was prepared to handle an estimated 600,000 visits per year on the developed part of the area, but the visitors also were entering the cave.

Fragile geologic phenomena like the stalactites and other slow-building formations were being stripped away by collectors and vandals. Scientists and conservationists advised BLM that an interim closing was essential until development and visitor supervision could be provided to protect the cave's natural features.

BLM also felt the cave's geologic structure was not entirely stable and that it should be braced in a number of places before the safety of visitors could be assured.

Two attempts to close the cave—metal gates with a padlock—were to no avail. Once the grate was thrown into the adjoining canyon; another time it was blown

off. Finally concrete plugs were set which will be removed when development is sufficient to open the cave.

BLM's experience is not unique. For example, the National Park Service reports that in 1960 there were 79 million visits to National Parks and other areas managed by the Park Service. By 1970, this number had increased to 172 million visits per year. That same year the Forest Service reported 172.5 million visits to National Forests. Lands and facilities under BLM show proportionate increases. All public land managers and park personnel are trying daily to cope with increased numbers of visitors.

While the public lands should be opened to the public to use and enjoy, the problem of balancing the use of the resource is one constantly with the public land manager. Appropriate protection and restrictions on some resources are necessary for the advancement of scientific knowledge. Even at some established caves in the National Park system, further exploration has been restricted although normal visitor use is still possible.

The increasing number of visits leaves no question about man's presence now, but the question of whether man used the caves at the dawn of history is an unsolved question in many parts of the country.

Nevada's caves have not been sufficiently explored to know yet if they contain evidence of use by ancient man, although responsible scientists believe man has existed in central North America for 100,000 years. (See "The Magic of Antiquity," OUR PUBLIC LANDS, Spring 1971.)

The eastern United States, however, contains a cave where it has been established that primitive tribesmen took shelter as early as 6,500 or 7,000 B.C., an archeological storehouse which has shed light on some 8,000 years of history. Similar archeological finds have been made at scattered sites across the southwestern United States where ancient cliff dwellings were built in or near the mouths of natural caves long before the first explorations of the area by Europeans.

Archeological exploration of these areas has enabled modern man to reconstruct much of the long-lost history of tribes which had developed sophisticated cultures centuries before the arrival of the Europeans.

For many cave visitors, however, the effects of natural history are much more fascinating than the effects of human history. In time and with proper management of this unique resource of the public lands, perhaps Nevada's caves will yield up the secrets carved out by Nature in a time long past, a time when the harsh dry desert was covered with seas, lakes, and lush vegetation. □



This is a compilation of the most up-to-date information possible on up-coming sales of public lands by land offices of the Bureau of Land Management. For details of land descriptions, prices, and other information pertinent to sales, you must write the individual land office concerned. In most cases, there are adjoining land-owners who have statutory preference rights and may wish to exercise them to buy the land. Sales notices will point out, insofar as possible, problems relating to (1) access, (2) adjoining owner preference rights, (3) small-tract sales limitation of one per customer, and other pertinent information. When possible, all sales are scheduled far enough in advance so ample notice can be given in Our Public Lands. Sales listed can be canceled on short notice for administrative and technical reasons. A listing of BLM land offices with addresses is found on the opposite page.

ALASKA

Public lands in Alaska are not available for sale at this time. Future public land sales will be announced in this space when scheduled.

ARIZONA

40 A, 2½ miles north of Safford. No legal access. Utilities nearby. No developed water. 30 A nearly level, remainder contains steep slopes. No app.

36.76 A, 13 road miles northwest of Tombstone, 1.2 miles west of San Pedro River. Good access, utilities available, no developed water. Land nearly level, moderately deep sandy loam soil. No. app.

80 A, 5 miles north of Sierra Vista. No legal access, utilities nearby, no developed water. Land rolling to nearly level grass land. No app.

2 tracts 6 road miles southwest of Rodeo, N.M., 2 miles west of Ariz.-N.M. State line. U.S. Highway 80 traverses land. 40 A and 80 A. Utilities on or near land, no developed water. Grazing land, moderately sloping. No. app.

120 A, 1 mile south of Mammoth. State Highway 77 traverses. Utilities nearby. No developed water. Hilly, moderately steep slopes. No. app.

MONTANA

3 isolated tracts in Powder River County 10 air miles north-east of Ashland. Moderately sloping to very steep, timbered, rocky ridges, transecting coulees. Tract 3 quite cut up with thin breaks, timbered hills, coulees. Established blue gamma, needle and thread, bluestem wheatgrass, prairie junegrass on less severe slopes. Quite dense and vigorous, indicative of slightly higher than average precipitation zone. No live surface or well water. No legal access. 2 tracts 40 A each app \$1,000 each, 1 tract 317 A app \$7,925, plus pub on each. Sale August 24, 1971.

2 isolated tracts in Chouteau County 30 miles east of Great Falls in foothills of Highwood Mountains. 1 tract 40 A, steep to moderate north and west slope, spring produces potable water year round. Combination of native grass and coniferous trees. App \$1,400. 1 tract 204.71 A steep, hilly, portion at apex of long ridge. Several seeps could be developed as springs for stockwater. North slope covered with lodgepole pine. South slope and portion of summit open native grass land. App

\$6,140. Shallow clay loam with several rock outcrops on both, no legal access on either. Pub on each. Sale August 24, 1971.

4 isolated tracts 10-12 air miles southwest of Geraldine in foothills of Highwood Mountains. Hilly to steep, rough, mountainous. Tract 1 has stockwater from spring, native grass and browse. Tracts 2, 3, and 4 no water. All timbered to open grazing land, shallow clay loam with rock outcrops. No legal access. Tract 1, 30.09 A app \$1,200; Tract 2, 139.26 A app \$3,350; Tract 3, 40 A app \$1,280; Tract 4, 40 A app \$1,240 plus pub for each. Sale August 24, 1971.

11 isolated tracts in Phillips County 30 miles southwest of Malta, 30 miles north of Missouri River. Tracts 1, 10, 11 nearly level, clays of alluvium deposits, native grass and western wheatgrass. Little Warm Spring Creek crosses northern end of Tract 10, irrigation ditches on all 3. Tracts 2, 6, 7, 8, and 9 gently rolling to steep, short shallow coulees, Pierre clay loams modified by colluvial deposits, shale parent material exposed on steep slopes, predominantly western wheatgrass, needle and thread grass, lesser amounts grama, junegrass, green needlegrass. No water. Tracts 3, 4, and 5 moderate rolling, Lisinus clays, immature, shallow, loose, many large boulders on surface, alkalai present in some soils. Tracts dominated with either spotty or uneven big sagebrush. Understory primary western wheatgrass. Undependable reservoirs on Tracts 3 and 5. Tract 4 no water. U.S. Highway 191 crosses Tracts 1 and 2. No legal access to others. Tract 1, 33.08 A app \$990; Tract 2, 40 A app \$920; Tract 3, 316.10 A app \$4,110; Tract 4, 240 A app \$3,120; Tract 5, 320 A app \$4,160; Tract 6, 80 A app \$1,840; Tract 7, 120 A app \$2,760; Tract 8, 40 A app \$920; Tract 9, 182.59 A app \$4,200; Tract 10, 86.40 A app \$2,590; Tract 11, 27.40 A app \$820, plus pub on each. Sale August 24, 1971.

NEVADA

15 tracts in Washoe, Lincoln, Elko, and Eureka Counties, 23 to 560 A. Contact Nevada Land Office for sale dates, appraised values, other information on tracts.

NEW MEXICO

6 tracts within 3 mile radius of Cuba, Sandoval County, 85 miles northwest of Albuquerque. In lower slope, foothills of Nacimiento Mountains near or adjacent to Santa Fe National Forest and San Pedro Parks Wilderness Area. Extremely scenic, one of better hunting areas of State, elevations from 7,000 to 7,800 ft. No public access nor utilities on Tracts 1 through 5 but public access and electricity within ½ mile of all tracts. Paved State Highway 126 crosses Tract 6. Tract 1, 85.88 A app \$860, adjacent to National Forest for ½ mile.

San Luis Rey Mission

Don Jose Ant. Pico

Los Señores D. las Ilustres personas que se
le van al favor de Desapachar algunos Bapqueos
a hunter su Ganado por aver si aca que abra
algunos de cha a las Pulgas,

San Luis Rey Mayo 4^{ta} de 1848

J. B. Charbonneau
alo

Jean Baptiste Charbonneau, who figured importantly in "Sacajawea's Papoose" (See OUR PUBLIC LANDS, Winter 1971), is being proved all that history tells of him. A second letter in his own handwriting has since turned up which proves his fluency in a second of the four languages claimed for him. The letter in Spanish concerns the location of some missing cattle and was written on May 9, 1848, when Baptiste was Alcalde at San Luis Rey Mission in California. Source for this letter is Rev. Fr. Maynard Geiger, OFM, Archivist at Old Mission, Santa Barbara, Calif.

Steep, rough, broken, half bare shale badlands, remainder pinion, juniper, ponderosa. Tract 2, 143.02 A app \$2,500, adjacent to National Forest for 1/2 mile, 100 A bare shale badlands, remainder flat to rolling pinion-juniper, scattered ponderosa. Tract 3, 108.18 A app \$4,900, moderately steep sandstone ridges, gently sloping canyons, some steep sandstone bluffs, ponderosa-pinion-juniper-sage-oakbrush. Tract 4, 160 A app \$4,400, adjacent to National Forest 3/4 mile, approx 1 mile cross country to San Pedro Parks Wilderness Area, 80 A steep, rough, broken, remainder gently sloping ridge top, pinion-juniper-sage-blue grama-scattered ponderosa-fir on north slopes. Tract 5, 52.99 A app \$2,400, adjacent to National Forest 1/2 mile, approx 1 1/2 miles cross country to San Pedro Parks Wilderness Area, mostly gently sloping, divided by moderately steep ridge, pinion-juniper-sage-oakbrush-blue grama. Tract 6, 49.29 A app \$2,800 plus \$720 for Government's equity in fencing. Fenced 3 sides, and along road, rolling to gently sloping, pinion-juniper-sage-blue grama. 2 1/2 miles from National Forest boundary. Electricity and telephone on land. Sale latter part of September. Inquire New Mexico Land Office for details.

UTAH

2 isolated tracts 6 miles southwest of Delta, Millard County. Accessible by public roads, level with some hummocks, heavy alkaline clay loam. Greasewood, fourwing saltbrush, saltgrass, halogeton, various weeds. 80 A app \$2,800. 40 A app \$1,400, crossed by drainage canal, fenced east, north, west sides. Power line transverses both tracts. Telephone line crosses 80 A tract. No other improvements or utilities.

WASHINGTON

40 isolated A 3 miles east of Mabton, Yakima County. El. 780 to 820 ft., flat to gentle rolling, moderate slope to north. Clay, sand, some organic matter. Sparse sagebrush and various grasses. Irrigation canal on adjoining land north. Suitable for livestock grazing, may have agricultural potential if water available. No legal access. App \$2,000 plus pub. Sale scheduled after September 1, 1971. Query Oregon State Office for details.

2 A sparsely pine-timbered land within Republic City limits in Ferry County. Moderate to steep slope surrounded by private lands, no legal access. All utilities within 1/4 mile. Minimum bid: \$2,000. Sale after August 1, 1971.

WYOMING

340 A 6 miles southwest of Lovell in Big Horn County. Surrounded by privately owned land. Hilly, sandy loam, sandstone outcroppings. All-weather road in general use crosses southeast corner but is not a dedicated public road. Has view of Pryor Mountains. Query Wyoming State Office for costs and other details. Sale after August 1, 1971.

40.69 A 4 miles north of Big Sandy in Sublette County. Surrounded by privately owned land, no legal access. Steeply sloping. Query Wyoming State Office for costs and other details. Sale after August 1, 1971.

Bureau of Land Management Land Offices

ALASKA:

555 Cordova St.
Anchorage, Alaska
99501
516 Second Ave.
Fairbanks, Alaska
99701

ARIZONA:

Federal Bldg.,
Room 204
Phoenix, Ariz. 85025

CALIFORNIA:

2800 Cottage Way,
Room E-2841
Sacramento, Calif.
95825
1414 University Ave.
Riverside, Calif.
92502

COLORADO:

14027 Federal Bldg.
Denver, Colo. 80202

IDAHO:

Federal Bldg.,
Room 334
550 W. Fort St.
Boise, Idaho 83702

MONTANA (N. Dak., S. Dak.):

Federal Bldg.
316 North 26th St.
Billings, Mont. 59101

NEVADA:

Federal Bldg.,
300 Booth St.
Reno, Nev. 89505

NEW MEXICO (Okla.):

Federal Bldg.
Santa Fe, N. Mex.
87501

OREGON:

729 Northeast
Oregon St.
Portland, Oreg. 97232

UTAH:

Eighth Floor,
Federal Bldg.
125 South State St.
P.O. Box 11505
Salt Lake City, Utah
84111

WASHINGTON:

729 Northeast
Oregon St.
Portland, Oreg. 97232

WYOMING (Nebr.,

Kans.):
2120 Capitol Ave.
Cheyenne, Wyo.
82001

ALL OTHER STATES:

Robin Bldg.
7981 Eastern Ave.
Silver Spring, Md.
20910

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